

Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 41, No. 7 July 1991

Transportation Secretary Skinner, Senators Baucus and Burns visit Lewistown

Secretary of Transportation Sam Skinner visited Montana at the invitation of United States Senators Max Baucus and Conrad Burns, who wanted the Secretary to experience the state's enormous distances first hand. Both senators said they hoped to show Skinner the importance of the state's transportation system to economic development. "The best way for him to learn about the problems we face is to hear them firsthand from the people who are dealing with them," the senators said.

As part of the visit to Montana to discuss transportation problems and concerns, Secretary Skinner and Senators Baucus and Burns met with the Governor's Essential Air Service Task Force during a brown bag lunch in Lewistown on June 7.

Secretary Skinner assured aviation officials that the Essential Air Service (EAS) subsidies are in no immediate danger. The \$38 million program, which subsidizes air service to seven Montana cities and Williston, North Dakota, was threatened three years ago when the Reagan Administration recommended that it not be funded.

Skinner said the Bush administration has been trying to refine the program to do away with situations where the federal government is subsidizing passengers \$500 or \$600, when there are only two or three passengers flying a distance of only 60 miles. The program has been streamlined



Senator Conrad Burns, Senator Max Baucus and Transportation Secretary Sam Skinner meet with the Governor's Essential Air Service Task Force (GEASTF).

and is back on track, said Skinner. The senators and members of the Governor's Essential Air Service Task Force told the Secretary that Montana depends on essential air service for survival and pointed out that it is truly essential to the economic stability and development of the small communities it serves.

Following the meeting the Secretary and senators loaded buses and vans for a tour of area roads conducted by John Rothwell, Director, Montana Department of Transportation and Deputy Director Bob Champion and participated in a town meeting at Lewistown.



GEASTF members Fred Klein, Robert "Tubby" Zeigler, Leon Jacobs, Ray Tweenen, Phil "Pete" Pederson and Fred Lark (L. to R.).

Poster contest winners come to Helena

The Montana Aeronautics Division announces winners of the 1991 Aviation Awareness Poster Contest. Winners are: Stephanie Wood, Bozeman, Category I (grades 1 - 4) for her interpretation of aerospace spinoffs; Peter Michels, West Glacier, Category II (grades 5 - 8) entering his scene of military fighter planes being refueled; and Nate Tarning, Whitefish, Category III (grades 9 - 12) depicting three WWII planes dogfighting.

The winners were honored during an awards ceremony in Helena on June 12 conducted by Lt. Governor Allen Kolstad.

All winners received a framed certificate of achievement along with an engraved trophy. In addition, the winners and their parents were flown to Helena. Following the awards presentation, they toured the capitol and the airport before returning home.

(continued on page 3)



Nate Tarning receives congratulations from Lt. Gov. Allen Kolstad and Lisa Perry, Account Manager, Northwest Airlines.

Administrator's column

Aircraft luxury tax appeal attempt: Three bills are before Congress to repeal the luxury tax on aircraft. Senator Dole of Kansas has introduced S.B. 1261, which is co-sponsored by Senator Symms of Idaho; Senator Nancy Kassebaum of Kansas has introduced S.B. 1239 and Representative Dan Glickman of Kansas has introduced H.R. 2581; all being similar, and if successful, will repeal the luxury tax on aircraft that was enacted as part of the Deficit Reduction Act of 1990. Several states have been unsuccessful in legislative attempts to impose a similar state tax on aircraft, including Connecticut, Minnesota, California and North Carolina. The bill actually passed in Minnesota, however, the Governor vetoed the measure. The federal luxury tax dealt another devastating blow to the general aviation aircraft manufacturing industry, the first being the product liability insurance. If you feel strongly about this issue you should contact our Montana congressional delegation urging their support of this legislation.

Antique airplane air tour: The Montana Antique Airplane Association conducted its annual Air Tour, June 19-23. This year's tour was through western Montana with night layovers at Seeley Lake, Kalispell and Spotted Bear. Intermediate stops were at Stevensville, Hamilton, Missoula, Libby, Crystal Lakes and Plains. There were many interesting and entertaining programs prearranged, including viewing beautifully restored antique airplanes at Stevensville, Crystal Lakes and Kalispell. Of course, there were also many beautifully restored antique airplanes flying on the air tour as well. Some flight crews chose motel accommodations while others "tented," some doing both. Although it did rain a couple of evenings, the weather cooperated and the flying was beautiful. I was fortunate to be able to borrow Brenda Spivey's 1946 Ercole and experience the joys of "back to basics" flying. It was a great feeling to be able to fly along with the other grand old airplanes of yesteryear. The grand finale was the Saturday evening pig roast sponsored by Rocky Mountain Avionics. The Kalispell pilots brought potluck dishes and Robby Holman provided a monetary donation towards the event. I would like to congratulate the Montana Antique Airplane Association President Ray Sanders and Secretary Darlene Sanders, as well as the air tour Safety Officer Hank Galpin and all of the other volunteers for a wonderful program that made the 1991 Montana Antique Air Tour such a success.

Veteran flight training: The new Veterans Flight Training Public Law 102-16, which President Bush signed into law this past March, will provide eligibility for flight training benefits for an additional 67,000 veterans which will bring the total number of veterans eligible for flight training to over 341,000 in 1991 and 389,000 in 1992. Several Montana FBO's are gearing up to become approved to provide flight training under this new program. The program will expire October 1, 1994.

Aircraft piston engine exemption by EPA urged: Some of the key members of the House Committee on Public Works and Transportation are urging the Environmental Protection Agency (EPA) to exempt aircraft piston engines from the ban on manufacturing lead-burning engines as stipulated in the Clean Air Act. At issue is whether or not aircraft engines are or are not "non-road" engines. Legislators stated that the Public Works and Transportation Committee which has jurisdiction over aviation, would have been consulted if it were the intent of Congress to include aircraft engines. They also expressed their concern over the safety issues surrounding the possible conversion of the aircraft piston engines in order to meet the new "non-lead burning" requirements. The EPA attorneys are investigating the issue to make a determination as to whether or not the act applies to aircraft engines. If the act does in fact apply to aircraft engines, then the present-day aircraft engines will not be allowed to be manufactured after the 1992 model year.



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Contest, continued from page 1

As winner of Category III, Nate Tarning is the recipient of tuition to the annual Experimental Aircraft Association Air Academy held in Oshkosh, Wisconsin. Tuition for the academy came from donations by the Montana aviation community collected during the 1991 Montana Aviation Conference and supplemented by the Montana Aeronautics Division's scholarship fund.

Tarning received a complimentary round-trip airline ticket from Northwest Airlines to attend the Academy. Northwest continues to demonstrate its dedication to the development of Montana's youth.

The Aviation Awareness Poster Contest is designed to increase student awareness regarding career opportunities in the field of aviation/aerospace and to broaden their knowledge of the importance of aviation/aerospace.



Greg Mecklenburg, aviation education representative on the Montana Aeronautics Board joined in the ceremony with Lt. Gov. Kolstad.

Winners



Peter Michels, West Glacier, winner in Category II with Lt. Gov. Allen Kolstad and Lisa Perry of Northwest Airlines.



Lt. Gov. Kolstad and Lisa Perry present Stephanie Wood, Bozeman, her award for winning Category I of the 1991 Poster Contest.



Olive Ann Beech receives award

Olive Ann Beech has been selected by the National Aeronautic Association to receive the Katharine Wright Memorial Award established to honor the memory of the sister of the Wright Brothers.

It's awarded annually to a woman who: behind the scenes provided encouragement, support and inspiration to her husband and thus was instrumental in his success; or made a personal contribution to the advancement of the art, sport, science of aviation and space flight over an extended period of time.

Olive Ann Beech, known as the "First Lady" of general aviation, co-founded the Beech Aircraft Company with her husband Walter H. Beech in 1932. Mrs. Beech served Beech Aircraft as Secretary-Treasurer and Director until 1950 when she was elected President and Chairman of the Board following Mr. Beech's death. In 1968 Mrs. Beech stepped down from her position of President, remaining Chairman of the Board until 1982, when she became Chairman Emeritus.

During the 50 years she served as a company officer, Beech Aircraft grew from fewer than ten employees to more than 10,000 with annual sales exceeding \$600 million.



Calendar

July 3 - 4 - Celebration 91, Bozeman Air Show and Fireworks Display, Bozeman.

July 5 - 7 - 5th Annual Family Fun Fly-in and Safety Expo, Kalispell City Airport.

July 10 - 14 - EAA Northwest Fly-in, Arlington, WA.

July 13 - EAA Chapter 57, 2nd Annual Fly-in, Laurel.

July 19 - 21 - Schafer Meadows Work Session. Baron of beef and trimmings provided by Loren Smith Saturday night.

July 20 - 21 - Lewis and Clark Air Festival, Lewiston, ID.

July 26 - Aug. 1 - 38th Annual Experimental Aircraft Association Convention and Fly-in, Oshkosh, WI.

August 2 - 4 - MAAA Fly-in, Three Forks.

August 7 - 11 - Airshow Canada, Abbotsford, BC.

August 9 - Aeronautics Board Meeting, West Yellowstone.

August 10 - 11 - Fly Pocatello '91, Pocatello, ID.

August 10 - Cavanaugh Bay Campout, Idaho.

August 17 - Poplar Air show, 11:00 am.

August 18 - Ennis Southwest Hangar, MPA, Fly-in.

August 22 - 25 - Ninety Nines 1991 Northwest Section Meeting, Holiday Inn, Bozeman.

August 31 - Sept. 2 - Fly-in, Yellowstone Airport, West Yellowstone.

Sept. 12 - 15 - Reno Air Races.

Sept. 22 - Felts Field Air Show, Spokane.

Sept. 20 - 22 - Mountain Search Pilot Clinic, Kalispell.

Sept. 28 - AOM Board Meeting, Helena.

Oct. 4 - 6 - EAA 20th Annual Copperstate Fly-in, Loveland, Prescott, AZ. For more information call 800-477-0046.

Dec. 7 - 50th Anniversary Confederate Air Force moves to Midland, Texas

Jan. 16 - 17, 1992 - 16th Annual Aerospace Education Symposium, USAF Academy, Colorado.

Feb. 7 - 9, 1992 - Flight Instructor Refresher Clinic (FIRC), Helena.

Feb. 26-29, 1992 - Montana Aviation Conference, Bozeman.

Antiquers enjoy southwest Montana air hop



Those participating in the annual Montana Antique Aircraft Association (MAAA) air hop were treated to a static display at Stevensville. The hop was held June 19 - 23 with stops at Seeley Lake, Stevensville, Hamilton, Missoula, Kalispell, Crystal Lakes, Libby, Spotted Bear and Plains.



Pearcy Insurance at Miles City donated food served at Libby. Pictured is Keith Kinden and helper. Keith's wife prepared the food.



Tim Linn places his order with the cooks at Hamilton.



Ray Sanders, President of MAAA, crowns Hank Galpin, MAAA Safety Officer, the "MAAA Defacto Leader" resulting from the hard work and allegiance he displayed coordinating this year's hop.



These gentlemen take a break under the wing of Lanny Hanson's aircraft.



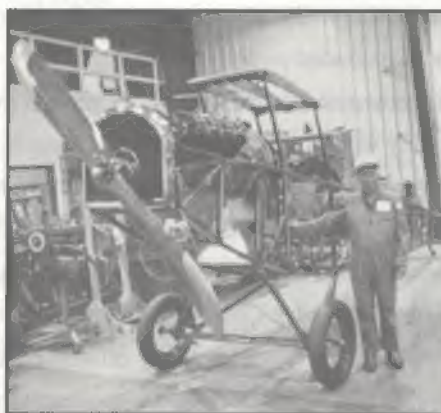
Frank Bass entertains Marj and Lindy Lindemer.



This group appreciates the hospitality shown during the stop over at Seeley Lake.



Steve Hawkins poured coffee for these early risers at 6:30 am at Spotted Bear.



The group toured Mountainair Factory at Glacier Park International, owned by Jim Smith of Crystal Lakes. Leroy Kailman is pictured along side this "Jenny."

Thunderbirds highlight Helena air show



Despite thundershowers earlier in the day, Mother Nature knew who the crowd had gathered to see and lifted the clouds allowing an incredible performance by the Thunderbirds of Nellis Air Force Base, Las Vegas, Nevada, during the Rocky Mountain High Air Show at Helena. The crowd "oohed and aahed" as the jets raced through the sky leaving most observers breathless.

In addition, attendees were treated to a spectacular static display complete with an assortment of military aircraft based throughout the country.



Mother and daughter attend jump school

Barb Hall and daughter Jill Peres secretly and successfully performed solo jumps on May 4 in Helena much to the surprise of Bud Hall. Bud, who has never been very enthusiastic about his wife and daughter jumping, learned of their accomplishment following the adventure.

Barb, a grandmother, was finally able to achieve a lifelong dream after being disappointed last year during the Billings Air Show when a harness problem prevented her from tandem jumping. Jill was a natural and landed standing up on her first attempt, something unheard of for a novice. Not having enough action on Saturday, the two returned on Sunday to make a second jump.

Barb and Jill of Bozeman attended an intense day of jump school instructed by Fred Sands of Skydive Lost Prairie, Marion, Montana. The pair were the first mother, daughter team to be instructed by Sands.

Way to go ladies!!



Barb soars through the air!



"Hi Bud, guess what we just did?"



Jill anticipating her perfect landing.

Inside the National Weather Service

By: Paul F. Eyssautier
National Weather Service, Great Falls

Have you wondered how the weather forecast is made? Who actually does make the forecast? Is it that man, or woman, who appears daily on your television screen? In many major metropolitan areas professional meteorologists are hired by local television stations to provide weather forecasts. In other cases, private meteorologists sell their services to the broadcast media, as well as other agencies interested in specialized weather products. However, in most cases, the forecast is provided by the National Weather Service Forecast Office (WSFO) for that state. In Montana the forecast office is located in Great Falls.

It may be a surprise to learn that the dart board and pin wheel have long ago disappeared... along with secret incantations and potions. We have...in recent history...managed to dispense with noisy teletype machines and laboriously worked-over analysis charts that took hours to hand-plot and analyze.

The modern forecast starts with a global network of surface and upper air observations. These observations are gathered by national computer centers across the world. At the National Meteorological Center, located in Suitland, MD, super computers, Cary's and Cyber's, manipulate the observations through a very complicated series of mathematical equations to arrive at a numerical forecast. In essence, these models attempt to slice the atmosphere in layers, allowing for topography, time of day, and surface temperature, among other parameters, to arrive at a numerical forecast. The most sophisticated model available today computes 18 slices of the atmosphere through a 5-day forecast period.

At this time there are three sets of numerical equations that provide information for a 2-day forecast. One of these numerical models, the Medium Range Forecast (MRF) model, is a global spectra model that provides data for a three to five day forecast, and a six to ten day forecast. There is also a specialized numerical model that aids in forecasting hurricane movement and intensity.

These numerical products are relayed to the operational forecaster in the form of computer charts and graphs that provide details concerning changes in the temperature, pressure, moisture content, and wind velocity of the atmosphere. Although computer models provide data for as much as a 10-day forecast, it must always be considered that the longer the forecast time, the greater the uncertainty of the forecast.

The operational forecaster gathers this vast amount of numerical computer information to develop a forecast for his area of responsibility. It is the forecaster's knowledge and expertise that converts this mass of numerical data into the daily forecast heard on radio and television, or printed in the local paper. Or, the terminal forecasts and area forecasts used for pilot weather briefings. His knowledge greatly depends on the feedback received by the users. PIREPS, reports from law enforcement agencies, as well as a network of cooperative observers and severe weather spotters, are vital to the forecaster, particularly in a sparsely populated area like Montana.

If you ever call the National Weather Service Office for a forecast, and the individual you speak to sounds slightly frazzled, please keep the above in mind. Remember that, supposedly in the 17th century, an English Law stated that "Death by burning shall be the punishment for the practice of weather forecasting."



Pan Am Users

By: Redge Meierhenry
Aviation Representative

Many of you by now have had the opportunity to dial up Pan Am WeatherMation and, realizing after connect failure the 800 number is no longer in use.

We at Aeronautics are as disappointed as you must be in that a service many grew accustomed to is discontinued. Unfortunately, the Aeronautics budget does not allow us to continue paying, on average, \$950 per month to provide the 800 service. Quite expensive as you can see.

Although you have heard the message before, it is no less true today. Budget shortfalls equate to decisions on where to save money.

Aeronautics mounted an extensive campaign to increase the aviation fuel user fee during this year's legislative session. These monies being the primary funding source for our organization. If the legislature had approved the measure as introduced, we could have guaranteed the survival of the 800 number. As it is, we are forced to live within the means provided.

I hesitate to label this action as a service cut, because Montana Aeronautics is still one of only a handful of states that have committed to providing pilots with weather briefing alternatives. We believe, therefore, that Aeronautics has done well in the introduction and continuance of such a system.

Judging by the past monthly phone bills, we know that WeatherMation is popular with pilots, and we think it will continue to be heavily used by Montana pilots despite having to make a toll call to Helena. A helpful aid in holding down phone line charges is provided by Pan Am Weather System themselves. Pan Am provides for a fee, software that loads onto your IBM compatible machine and has, as part of its features, macro capability which allows you to set up requests prior to dial up. This macro ability can make phone connect times less than one minute.

I hope this explanation serves to ameliorate your frustrations directed at Aeronautics at losing free dial up service, but we know you are with us in appreciating having the Pan Am System as a valuable alternative in pilot weather briefings.

Aerospace/aviation teacher workshops held

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

A total of 38 Montana school teachers completed the college level workshops sponsored by the Montana Aeronautics Division. Carol Frederick is the Director for the workshop at Eastern Montana College and Russ Larson is the University of Montana Director.

The teacher workshops have been part of the Montana Aeronautics Division aviation education commitment since 1954. Over the years the number of workshops conducted has ranged from a minimum of one to a maximum of eight. The Aerospace Education Workshops are designed to acquaint the teachers of all subject areas and grade levels with materials available to teach aerospace units, and acquaint teachers with recent development in aviation/space with implications for government education, society, economics and technology.

The workshops also provide teachers with a firsthand flight experience through orientation on flights in typical general aviation aircraft and flown by an experienced CFI, who acquaints the teachers with aircraft and flying in general.

Teachers are shown how to enhance teaching assignments by incorporating aerospace education into present curriculum. The use of aviation and space as a motivational tool helps create an interest in many students.

Teachers are exposed to a multitude of aerospace activities such as orientation flights, NASA presentations, construction of model rockets, kites, gliders and hot air balloons.

These courses have received excellent evaluations and are outstanding opportunities for all teachers to

bring themselves and their students into the air and space age.

Workshop speakers this year included John Lowerison, a NASA lecturer from Ames Research Center, Moffit Field, California and Georgia Franklin, a well-known and respected educator from Seattle who has programs on the history of aviation in the northwest. Georgia was instrumental in establishing the Museum of Flight located at Boeing Field in Seattle.

JoAnn Eisenzimer made presentations at both workshops assisting students with "projects" that fly. JoAnn has been our workshop director at Great Falls for many years and is now with the U.S. Space Foundation writing curriculum for textbooks and conducting aerospace workshops.

Other speakers included FAA Personnel from FSS and towers, National Weather Service personnel, airport managers, Civil Air Patrol educators and others.

We are proud of the educators in our state who help to bring aviation and space into their classrooms each year. Our young people are our future and we certainly want them to be afforded every opportunity to be a part of the aerospace industry.



These workshop participants prepare to launch their compressed air rocket.



Students carefully build a model Delta Dart...



And prepare for the big moment...will it fly?!



Carol Frederick, workshop director for Eastern Montana College at Billings.

Still smilin' after all these years!!

Or is it still "crazy" after all these years? Jerry Burrows, Chief, Airport/Airways Bureau, recently celebrated his 30th anniversary at Montana Aeronautics.

Jerry started work for the Montana Aeronautics Commission on June 1, 1961. He contains a wealth of information about the evolution of Montana Aeronautics and its history over the past three decades.

Those of you who know Jerry can understand why we, his co-workers, hope he's around for another thirty years.

Good job, Jerry!



Airport directory updates

Thompson Falls: A new FBO, Thompson Falls Aviation, has begun operations serving 100LL fuel. The owner manager is Jim Carstens. Business phone at the airport is 406-827-3778 and home is 406-827-4960.

Polson: Stene Aviation at Polson has been replaced by Mission Mountain Aviation. Owner of the business is George Yokush. Business phone at the airport is 406-883-5885. Jet A and 100 will continue to be offered.

Kim Yokush is the airport manager.



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